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## A DESCRIPTION OF CAMPUS MARTIUS,

OR THE STOCKADED FORT, BUILT AT MARIETTA, BY THE OHIO COMPANY,  
IN THE YEARS 1788-9.

[See Frontispiece.]

THIS fort, or stockaded garrison, was erected by the Ohio company, under the direction of general Rufus Putnam. At the landing of the first detachment of settlers, on the 7th day of April, A. D. 1788, the ground on which it was built, and the whole adjacent plain, was covered with a thick growth of forest trees. The plan, and preparation of the materials, was commenced soon after; but it was not finally completed, with palisades and outworks or bastions, until the breaking out of the Indian war, in the winter of 1791.

The walls formed a regular parallelogram, the sides of which were one hundred and eighty feet each. At each corner was erected a strong blockhouse, surmounted by a tower or sentry box. These houses were twenty feet square below and twenty-four feet above, and projected six feet beyond the curtains, or main walls of the fort. The intermediate curtains were built up with dwelling houses, made of wood, whip-sawed into timbers four inches thick, and of the requisite width and length. These were laid up similar to the structure of log houses, with the ends nicely dovetailed or fitted together so as to make a neat finish. The whole were two stories high, and covered with good shingle roofs. Convenient chimneys were erected of bricks, for cooking and for warming the rooms. A number of the dwelling houses were built and owned by private individuals, who had families. In the west and south fronts were strong gateways; and over that, in the centre of the front looking to the Muskingum river, was a belfry. The chamber underneath was occupied by the honorable Winthrop Sargent as an office, he being secretary to the governor of the Northwest Territory, general St. Clair, and performing the duties of governor in his absence. This room projected over the gateway, like a blockhouse, and was intended for the protection of the gate beneath in time of an assault. At the outer corner of each blockhouse was erected a bastion, standing on four stout tim-

bers. The floor of the bastion was a little above the lower story of the blockhouse. They were square, and built up with thick planks to the height of a man's head, so that when he looked over he stepped on to a narrow platform, or "banquet," running round the sides of the bulwark. Port-holes were made for musketry, as well as for artillery, a single piece of which was mounted in the southwest and northeast bastions. In these the sentries were regularly posted every night, as more convenient of access than the towers; a door leading into them from the upper story of the blockhouses. The lower room of the southwest blockhouse was occupied for a guard-house. Running from corner to corner of the blockhouses was a row of palisades, sloping outwards, and resting on stout rails. Twenty feet in advance of these was a row of very strong and large pickets, set upright in the earth. Gateways through these admitted the inmates of the garrison. A few feet beyond the outer palisades was placed a row of abattis, made from the tops and branches of trees, sharpened and pointing outwards, so that it would have been very difficult for an enemy to have penetrated even within their outworks. The dwelling houses occupied a space of from fifteen to thirty feet each, and were sufficient for the accommodation of forty or fifty families, and did actually contain from two to three hundred persons, men, women and children, during the Indian war.

Before the Indians commenced hostilities, the blockhouses were occupied as follows:—the southwest one by the family of governor St. Clair; the northwest one for public worship and holding of courts. The first civil court ever held in the territory northwest of the river Ohio, was assembled in this building, the 2d day of September, 1788. The court opened with prayer by the Rev. Manassah Cutler, who was on a visit to Marietta at that time as a director of the company. Public worship was also performed in the same place on Sunday, August 24th, by Dr. Cutler, attended by the officers from Fort Harmer, the settlers at Campus Martius, and several persons from Wilhams' settlement, on the Virginia shore, opposite the mouth of Muskingum. He continued to preach here during his visit until some time in September. The next spring it was regularly occupied by the Rev. Daniel Story, as will be shown in the sequel of this article. The southeast blockhouse was occupied by private families; and the northeast as an office for the accommodation of the directors of the company. The area within the walls was one hundred and forty-four feet square, and afforded a fine parade ground. In the centre was a well, eighty feet in depth, for the supply of water to the inhabitants in case of a siege. A large sun-dial stood for many years in the square,

placed on a handsome post, and gave note of the march of time. It is still preserved as a relic of the old garrison.

After the war commenced, a regular military corps was organized, and a guard constantly kept night and day. The whole establishment formed a very strong work, and reflected great credit on the head that planned it. It was in a manner impregnable to the attacks of Indians, and none but a regular army with cannon could have reduced it. It is true, that the heights across the Muskingum commanded and looked down upon the defences of the fort; but there was no enemy in a condition to take possession of this advantage.

The garrison stood on the verge of that beautiful plain, overlooking the Muskingum, on which are seated those celebrated remains of antiquity; and erected probably for a similar purpose, the defence of the inhabitants. The ground descends into shallow ravines on the north and south sides; on the west is an abrupt descent to the river bottoms, or alluvions; and the east passed out on to the level plain. On this the ground was cleared of trees beyond the reach of rifle shots, so as to afford no shelter to a hidden foe. Extensive fields of corn were growing in the midst of the standing girdled trees beyond. The front wall of the garrison was about one hundred and fifty yards from the Muskingum river. The appearance of the fort from without was grand and imposing; at a little distance resembling one of the military palaces or castles of the feudal ages. Between the outer palisades and the river were laid out neat gardens for the use of governor St. Clair and his secretary, with the officers of the company.

Opposite the fort, on the shore of the river, was built a substantial timber wharf, at which was moored a fine cedar barge for twelve rowers, built by captain Jonathan Devoll, for general Putnam; a number of pirogues, and the light canoes of the country; and last, not least, "the May-Flower," or "Adventure Galley," in which the first detachment of colonists were transported from the shores of the Yohiogany to the banks of the Muskingum. In these, especially the canoes, during the war, most of the communications were carried on between the settlements of the company and the more remote towns above on the Ohio river. Traveling by land was very hazardous to any but the rangers, or spies. There were no roads nor bridges across the creeks, and for many years after the war had ceased the traveling was nearly all done by canoes on the rivers.

While many of the early settlements in the West were made up from the ignorant, the vulgar, and the rude, the colony at Marietta, like those of some of the ancient Greeks, carried with it the sciences and the arts; and although placed on the frontiers, amidst a howling

and savage wilderness, exposed to many dangers and privations, there ran in the veins of its little community some of the best blood of the country. It enrolled many men of highly cultivated minds and exalted intellect : several of them claimed the halls of old Cambridge as their Alma Mater. The army of the revolution furnished a number of officers who had distinguished themselves for their good conduct as well as for their bravery. To this latter circumstance is probably to be attributed the fact of the settlement's passing through a four years' war with the most cunning and bold enemy the world ever produced with so few losses.

In connection with the description of Campus Martius, we add a biographical sketch of the Rev. Daniel Story, who was the earliest preacher of the gospel in the territory northwest of the river Ohio.

Soon after the organization of the Ohio company, at Boston, Massachusetts, in the year 1787, it seems that the enlightened men who directed its concerns began to think of making arrangements for the support of the gospel and the instruction of youth in their new colony about to be established in the western wilderness. Having been born and brought up in a land where more attention was paid to the religious, moral and literary culture of the people, than at any other locality on the civilized portion of the globe, being the country of the Puritans, and themselves the descendants of the Plymouth colonists, they naturally turned their thoughts to its vast importance for the settlement just budding into existence under their care. Accordingly a resolution was passed at a meeting of the directors and agents, on the 7th of March, in the year 1788, at Providence, in Rhode Island, for the support of the gospel and a teacher of youth : in consequence of which the Rev. Manassah Cutler, one of the company directors, in the course of that year engaged the Rev. Daniel Story, then preaching at Worcester, Massachusetts, to go to the west as chaplain to the new settlement commenced at Marietta. After a tedious and laborious journey across the Alleghany mountains, Mr. Story arrived at Marietta in the spring of the year 1789, and commenced his ministerial labors as an evangelist. The settlements were new and situated at various points, some of them a considerable distance from Marietta ; nevertheless he visited them in rotation, in conformity with the arrangement of the directors, by which he was to preach about one third of the time at the settlements of Wolf creek and Belprie.

During the Indian war, from 1791 to 1795, he preached the larger portion of the time in the northwest blockhouse of Campus Martius, (seen at the left side of the drawing.) The upper room in that house was fitted up with benches and a rude simple desk, so as to accomo-



date an audience of a hundred or more. This room was also used for a school, which was first taught by major Anselm Tupper, a son of general Benjamin Tupper, a highly gifted and well educated man, who had served with much credit in the army of the revolution. During this period, a committee appointed by the directors to report on the religious and literary instruction of the youth, resolved that one hundred and eighty dollars be paid from the funds of the company to aid the new settlement in paying a teacher, with the condition that Marietta support a teacher one year, Belprie seven months, and Waterford three months. If they complied with that, this sum was to be divided amongst them in proportion to the time. Near the same period, twenty dollars were appropriated to pay colonel E. Battelle for religious instruction at Belprie. Colonel Battelle was a graduate of Cambridge university, and acted as chaplain to the settlement during the Indian war, reading the church service regularly each Sabbath to the inmates of Farmer's Castle. The meetings were held in the southeast blockhouse, where he resided. These testimonials sufficiently prove the interest the Ohio company felt for the spiritual welfare, as well as the temporal comfort, of the colonists. Mr. Story also preached occasionally at a large room in the upper story of a frame house in the stockade or garrison at "the Point," being at the junction of the Muskingum with the Ohio, on the left bank; Fort Harmer being on the opposite shore. At periods when the Indians were quiet, he visited and preached at the settlements of Belprie and Wolf creek, fifteen and twenty miles from Marietta. These pastoral visits were made by water in a log canoe, propelled by the stout arms and willing hearts of the early pioneers. There were no roads at that day by which he could travel by land, and horses were scarce; besides there was less danger in this mode of conveyance than on horseback.

In the year 1796, he united and established a congregational church, composed of persons residing in Marietta, Belprie, Waterford and Vienna in Virginia. In 1797 he visited his native state, and remained there until he was *called* to the pastoral charge of the church he had thus collected in the *wilderness*. He was ordained the 15th of August, 1797, in Danvers, Massachusetts, there being no ministers to perform that office west of the mountains, to the care of the church in Marietta and vicinity. This relation continued between Mr. Story and his church until the 15th of March, 1804, when he was dismissed at his own request, his health having become too much impaired for him to perform the labors of pastor any longer. After the Marietta academy was built, in 1797, public worship was performed in that edifice; it being built in part for that object. Mr. Story was a native

of the town of Boston, state of Massachusetts, and graduated at Dartmouth college in 1780. He was in the ministry for some years before he came to Marietta, and when he was selected by Dr. Cutler to come to the West, the choice was much approved by those who knew him. In coming to Marietta, however, Mr. Story certainly sacrificed his interest and his comfort. What money he possessed at that time was invested in Ohio lands, previous to coming out, with the expectation of reasonable support from the Ohio company, until the rents of the ministerial lands, set apart for the support of the gospel, should come into use or be available; but this was prevented by the Indian war, and no funds were derived from this source till about the year 1800. The support from the funds of the Ohio company was continued for only two years, their affairs being somewhat deranged by the Indian war, the expense of which to their treasury being upwards of eleven thousand dollars. The inhabitants were generally much impoverished from the same cause, and probably his receipts for preaching from the year 1789 to the time of his ordination in 1797 could not have paid his expenses for board and clothing. He was obliged to draw upon his former earnings by the sale of some of his lands. However the hospitality of one or two kind Christian friends, who gave him a welcome seat at their tables during a part of this period, relieved him from some of his difficulties. At his death, the proceeds from the sale of his remaining lands were insufficient to discharge all the debts incurred while laboring in the new settlements. In person Mr. Story was rather tall and slender, and quite brisk and active in his movements; his manners easy, with a pleasant address; cheerful and animated in conversation, and always a welcome guest in the families he visited. After the war, he frequently went out to the new settlers, who had established themselves on their farms, and sometimes spent a week with them in the most familiar and pleasant intercourse. His sermons were practical; logically and methodically written, after the manner of that day, and were said to be fully equal in matter and manner to those of the first preachers in New England. In prayer he greatly excelled both in propriety and diversity of subject, as well as in beauty of language. He was never married, but lived a single life, after the manner and advice of St. Paul. Placed in the midst of a people continually trembling for the safety of their lives, filled with anxiety for the support of their families, and surrounded by the careless manners of the soldiery, it is not to be expected that much could be done under such circumstances by a humble minister of the gospel in advancing the spiritual condition of the people; nevertheless he did what he could for the support of the cause in which

he was engaged, and his name is still held in respectful remembrance by the few living remnants of the early settlers of Marietta. He died the 30th day of December, 1864, aged forty-nine years.

For all the principal facts in the foregoing biography I am indebted to W. R. Putnam, Esq., of Marietta.

*A. P. Hildreth*

Marietta, Ohio, Jan. 19, 1842.

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HISTORY OF A VOYAGE FROM MARIETTA TO NEW  
ORLEANS, IN 1805.

THE following history cannot be read except with intense interest by every one who delights to look back through a vista of thirty-six years, in this country that has risen with rapidity without a parallel. It was written by a master hand, and communicated for the *American Pioneer*; and we have reason to indulge the hope that he will still do more to fill up and complete the contrast. The reader, and especially the river traveler, will become enchained to it, and will scarce leave it till he has read it through, and then think it comparatively short.

HISTORY OF AN EARLY VOYAGE ON THE OHIO AND MISSISSIPPI RIVERS, WITH HISTORICAL SKETCHES OF THE DIFFERENT POINTS ALONG THEM, &c. &c

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BY S. P. HILDRETH, M. D.

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CHAPTER I.

INTRODUCTORY

Early times in the West—Ship-building in Marietta—The *Nonpareil* and her cargo—Crew and passengers—General Mansfield.

For several years previous to this voyage, ship-building had been carried on by the enterprising merchants and citizens of Marietta. This town was pleasantly seated on the right bank of the majestic Ohio, at the junction of the clear waters of the Muskingum, in the midst of a thickly wooded country; whose hills furnished in unlimited abundance the oak, the pine, and the locust; woods so essential in naval architecture. Having as yet but few returns from the rich soil of their valleys, they directed their attention to the means of wealth so bountifully furnished by Him, who has in various ways provided for the wants of all his creatures. With the productions of the forest wrought into ships and brigs, they could readily exchange them with the rich importers of the Atlantic cities for merchandise, so much needed by the new settlements in the West. Although the colonists of the Ohio company had been favored with only seven years of peace out of the twelve that had elapsed since they first landed at the mouth of the Muskingum, yet they had so far cleared the soil of the

immense trees which had shaded it for ages from the blessed rays of the sun, as to be able to raise sufficient food for their own support, with a prospect of soon having a surplus to send abroad. Kentucky and the regions on the Monongahela, lying along the western slopes of the Alleghany mountains, having been much longer settled, had already begun, as early as the year 1795, to send considerable quantities of flour, whisky, and tobacco, to the towns on the Mississippi, at that time in the possession of the Spaniards. As this was the natural outlet of the western country through its mighty rivers, it was thought to be the only one by which they could ever send their produce to market, no man at that day dreaming of the canals, rail-roads and steam-boats, that have since opened a hundred avenues through which the products of the rich valleys of the West may be conveyed to the Atlantic. As soon as ship-building commenced at Marietta, in the year 1800, the farmers along the borders of the Ohio and Muskingum rivers turned their attention to the cultivation of hemp in addition to their other crops. In a few years sufficient was raised not only to furnish cordage to the ships of the West, but large quantities were worked up in the various ropewalks, and sent as freight in the vessels to the Atlantic cities. Iron, so important an article in all the mechanical arts of civilization, and without which it is said by philosophers we should still have remained in the savage state, was made in abundance at the forges on the Juniata, and furnished an article, which to this day is justly celebrated in the West for its strength and tenacity.

By the year 1805, no less than two ships, seven brigs and three schooners, had been built and rigged by the citizens of Marietta. Captain Jonathan Devoll ranked amongst the earliest of Ohio shipwrights. He was a native of Rhode Island, and at Howland's ferry, had wrought at the art of ship and boat building for several years during and after the war of independence. He was one of the advance party sent on in the fall of the year 1787, by the Ohio company, under general Rufus Putnam. They spent the winter at "Simrel's ferry," on the Youghiogeny, and constructed a large boat, which they named the "May-flower;" and from which, in April following, they landed at the mouth of the Muskingum, and commenced laying the corner stone of the great state of Ohio. After the Indian war he settled on a farm five miles above Marietta, on the fertile bottoms of the Muskingum. Here he built "a floating mill" for making flour; and in 1801 a ship of two hundred and thirty tons, called the Muskingum; and the brig Eliza Greene, of one hundred and fifty tons.

In 1804, he built a schooner on his own account; and in the spring of the year 1805, she was finished and loaded for a voyage on the Mississippi, aided by his sons, Charles and Barker Devoll, young men in the heyday of life, and Richard Greene, who was a partner and owned a share in the vessel and cargo. She was small, being only of seventy tons burthen; of a light draft, intended to run on the lakes east of New Orleans. In shape and model she fully sustained her name, the Nonpareil. She was completely rigged except in sails, of which she had only one large square-sail, this being thought sufficient to navigate her to New Orleans, where a full suit was to be pur-



chased. She had a large cabin to accommodate passengers, was beautifully painted, and sat on the water like a duck in its native element. Her load was made up of assorted articles; amongst which were two hundred barrels of flour, fifty barrels of kiln-dried corn meal; four thousand pounds of cheese, six thousand of bacon, one hundred sets of rum puncheon shooks, and a few grindstones. The flour and meal were manufactured at captain Devoll's floating mill, and the cheese made in Belprie, at that time one of the most flourishing agricultural districts in the state of Ohio.

The crew consisted of Barker Devoll, commander; Charles Devoll and Richard Greene, supercargoes; "old Thom," a French Canadian, long accustomed to inland navigation on the great northern lakes, having been "a voyageur" in the fur trade, and now acting in the capacity of sailor and cook. He was a most inveterate smoker and dear lover of whisky. An Irishman, called "old Bill," as strongly attached to usquebaugh as "old Thom" to his pipe, was shipped as a common hand, and completed the crew. All things being ready, and having taken out the regular shipping papers, Marietta being at that time, and for several years after, a port of clearance, they unmoored from the landing and floated merrily along to the mouth of the Muskingum. Here, after a short delay in getting a few necessary stores for the table, they took on board as passengers, Mr. Mansfield, the then U. S. surveyor general, with his family, consisting of his wife, his son, nephew and servant girl. General Mansfield had lived in Marietta since the year 1803; having been appointed to this important trust to succeed general Rufus Putnam, who had been removed, not for incompetency or unfaithfulness, but by one of those political tornadoes which sometimes sweep across our American republic. He was now about to make Cincinnati his headquarters, as more central and nearer to the new tracts of government lands ordered to be surveyed in Ohio and the adjacent western territory. General Mansfield possessed a high order of talents, especially as a mathematician, with every qualification necessary to conduct the department under his control with honor to himself and advantage to his country. To a handsome personal appearance was added the most bland and pleasant address, rendering him a very desirable companion.

## CHAPTER II.

### COMMENCEMENT OF THE VOYAGE.

The Nonpareil sets out—The season and its beauties—Parkersburgh and Belprie—Blannerhasset's island and its delights—Blannerhasset's downfall, arrest, &c.—Farmers' Castle and Belprie—Belville—Letarts' Falls—Gallipolis land clearing, and French grant—Point Pleasant, and the battle of.

The Nonpareil left Marietta on the twenty-first day of April, and shoving off into the stream, with the aid of her broad sail and the current, careered gaily along on the smooth bosom of the Ohio.

The season of the year abounded in life and beauty. The deep forests that covered the hillsides, and laved their branches in the waters of the "belle riviere," were now arousing themselves from the slumbers of winter; many of the trees were in full foliage, while others were just unfolding their buds to the mild rays of the sun, and

the soft breezes of the spring. Along the southern slopes the full blown dogwoods displayed their snowy petals, standing in clustered groups like the trees in some fair orchard. In rich contrast, the pink colored blossoms of the redbud shed a joyous beauty over the scene, unequalled by the most skilful gardener's art. The woodlands were at that day like a well pruned park, open and free from the incumbrance of underbrush, kept down by the autumnal fires of the hunter. The water and the air were both teeming with life. The Ohio abounded in fish. The agile pike, the fat groveling cat-fish, and the silver scaled perch, full of spirit and action, felt the waters to be too heavy an element, and with sportive leaps bounded into the lighter air. Flocks of birds, dressed in the gayest plumage, were traversing the windings of the river, on their annual migration from the warm regions of the south, to incubate and spend the summer in the cooler districts of the north; while the indigenous and more constant residents of the country, had already chosen their mates and commenced their architectural labors preparatory to rearing their young. The bald eagle and the turkey-buzzard, were then amongst our commonest birds, while now they are rarely seen in the vicinity of Marietta.

Twelve miles below the mouth of the Muskingum, at the junction of the Little Kanawha with the Ohio, they passed without landing, the little town of Newport, since changed to that of Parkersburg. Although it was at that time the seat of justice for Wood county, it consisted of only a few log houses. It has since grown into a town of considerable importance, with many large brick buildings. The settlement commenced about the same time with that at Marietta. On the opposite shore lay the township of Belprie, composed of New England farmers, a large proportion of whom had been officers and soldiers during the stormy period of the revolutionary war, and had emigrated to this distant region to spend the remnant of their days on the borders of the placid Ohio. Ten years of peace had enabled them to clear and cultivate their farms, plant orchards and erect comfortable frame dwelling houses; so that the state of improvement was in advance of any other place between Pittsburgh and Cincinnati. In the cultivation of fruit they greatly excelled, and to this day the apples of Washington county are justly celebrated in all the river towns. They are now one of the staple exports of Belprie.

One mile below the mouth of the Little Kanawha, they passed the seat of Herman Blannerhasset, erected near the head of a large island, then known by the name of Backus' island. The original owner of this island was colonel P. Devoll, of Virginia, who located it, with that just above the mouth of the Muskingum, in his own name as early as the year 1774. Having sold it to Elijah Backus, about the period of the settlement of the Ohio company, Mr. Backus in the year 1798 disposed of the upper half, containing about one hundred and fifty acres, to Mr. Blannerhasset, who shortly after commenced improving it. At this time it was in its zenith of beauty, and fully answered the glowing description of Wirt in the trial of Burr at Richmond in 1807. In addition to large and splendid buildings, garden, orchard, &c., he possessed a voluminous library of choice and valuable books; a full set of chemical apparatus and philosophical instru-

ments, to the accommodation of which one wing of the dwelling house was appropriated. He was a fine scholar, well versed in the languages, and refined in taste and manners. So tenacious was his memory that he could repeat the whole of Homer's *Iliad* in the original Greek. With an ample fortune to supply every want, a beautiful and highly accomplished wife, and children just budding into life, he seemed surrounded with every thing which can make existence desirable and happy. The adjacent settlements of Belprie and Marietta, although secluded in the wilderness, contained many men of cultivated minds and refined manners, with whom he held constant and familiar intercourse; so that he lacked none of the benefits of society which his remote and insular situation would seem to indicate. Many were the cheerful and merry gatherings of the young people of these two towns beneath his hospitable roof, while the song and the dance echoed through the halls.

In one year after this date, or in 1806, Aaron Burr entered this fair and blooming paradise, and after the manner of the tempter of old, by his smooth and fascinating manners beguiled the woman, who had great influence over the mind of her husband, and induced him to engage in the wild and extravagant project of erecting a new republic in the eastern provinces of Mexico. The military preparations of Burr in the western states and territories drew upon him the suspicions of the government, and in December, 1806, an order was received by colonel Phelps, the commandant of the militia of Wood county, Virginia, for his arrest, with his associates. Blannerhasset received a hasty notice of what was doing; and a few hours before the arrival of the colonel on the island took his departure in the night by water, leaving his wife to meet his accusers and to follow after with his children and household goods. And well did she defend her absent husband's rights; facing the militia with unblanched cheeks, and forbidding their touching any thing not expressly mentioned in the warrant. By the aid of some of her kind neighbors in Belprie, who were friendly to her husband and greatly pitied her unpleasant condition, she was enabled to embark a few days after, with her two little sons, the most valuable of her effects and black servants in a boat, but did not rejoin Mr. Blannerhasset until he reached Louisville. Well might they look back in after years, with fond regret to the fair Eden from which they had been expelled by their own indiscretion, and the deceptive blandishments of Aaron Burr. In the year 1812, the dwelling house and offices were destroyed by an accidental fire. The garden with all its beautiful shrubbery, was converted into a corn field, the ornamental gateway which graced the graveled avenue from the river to the house was thrown down; and for many years not a vestige has been left of the splendid and happy home of Herman Blannerhasset but the name. Nearly forty years have elapsed since some of these events were transacted, and the thousands of passengers who annually travel up and down the Ohio in steamboats still eagerly inquire after, and gaze upon the "island of Blannerhasset" with wonder and delight.

As the *Nonpareil* glided smoothly along by the island, near its lower end she passed the site of *Farmer's Castle*, a strong stockaded



garrison, where the first settlers of Belprie had passed five long and weary years during the Indian war. It had been the scene of much suffering from pinching famine, wasting disease, and the cruel savage. Charles and Barker Devoll, as well as R. Greene, had been sheltered by its walls, and witnessed all the stirring events that had befallen it during that trying period. Several of the blockhouses were yet standing, and recalled many of the feats of their boyhood to mind.

After passing the settlements of Belprie, no improvements but scattering clearings, with here and there a solitary cabin, were seen until they reached Belville, four miles below the mouth of the great Hocking river, on the Virginia shore. This settlement was commenced in the year 1786, by a mercantile house in Philadelphia, under the agency of Joseph Wood, Esq., who is still living in Marietta, aged eighty-two years. It was now a thriving settlement, with well cultivated farms stretched across the broad alluvions of nearly a mile in width. This spot was the site of a strong garrison during the Indian war, and many tragic events had transpired around it. It now exhibited the busy hum of industry and peace. G. Avery, an enterprising merchant from the East, had purchased a large tract of land and made Belville his home for several years past. The locality being favorable for ship-building, he had commenced that business, and had already launched two large vessels. An extensive ropewalk was also built and in full operation. The rich bottoms about Belville producing large crops of hemp, afforded the means of manufacturing all kinds of cordage, not only for rigging his ships, but also for transportation.

A few miles below this place the Ohio commences a series of bends and curves, varying its direction to every point of the compass. In passing Buffington's island and "Letart falls," as they were called, although only a strong ripple made by the rocky bottom of the river, the schooner was kept in the channel by the aid of long ash oars, as the wind was so baffling, and blowing as often up stream as down with the varying course of the river, that the sail was of little or no use. With care however they threaded all these passes without accident, and sailing gaily along by the mouth of the Great Kanawha, brought their little vessel to for a short time at the town of Gallipolis.

This place was settled by a colony of four hundred Frenchmen in the year 1790. They had purchased a large tract of land from Joel Barlow, the agent of the Scioto land company in Paris. But this company having failed to complete its contract with the government of the United States, could not make legal conveyances to the purchasers; while they, poor fellows, having expended all their money in the purchase, voyage and journey to Ohio, now found themselves in a strange country, without a home and in poverty. The tract for which the Scioto company were bargaining embraced the region lying between the western boundary of the Ohio company's lands and the Scioto river; resting on the Ohio river and extending back to the northern line of said company. The French emigrants located their town on a high bank of the river, two miles below the mouth of the Kanawha, which spot proved to be within the territory of the



Ohio company. They however immediately fell to work clearing away the huge trees which encumbered the soil with all the life and activity of Frenchmen, cheering the solitary hours of night with the merry dance and the melody of the fiddle. From their total ignorance of woodcraft and the manner of felling trees, several of their number were crushed to death beneath them. Their manner was to place as many men around a huge poplar or sycamore as could conveniently wield their axes, while one man watched the progress of the work, and gave notice of the first indication of its falling by a loud yell. Every one then took to his heels and fled with all speed from beneath the descending giant. In this attempt they sometimes ran in the direction of the falling tree and were killed under its branches. When fairly down they went to work in dismembering it. In the mean time another party with spades dug a deep pit along side the trunk, into which it was rolled and covered with earth, while the top and branches were thrown into heaps and burnt. Dr. J. B. Reigner, then a young man, delicately brought up and educated in Paris, with whom I became acquainted in after life, was one of the company, and toiled a whole season in this manner, receiving one third of an acre as his share of the cleared land. The Indian war commencing in 1791, he left the country and settled in the state of New York, until peace was restored. Disheartened by sickness, war, famine and disappointment, many of the colony dispersed to the French settlements on the Wabash and Mississippi. Congress commiserating their misfortunes, made them a donation of twenty-four thousand acres of land on the Ohio river a few miles above the mouth of the Scioto, known to this day by the name of the "French grant." At this period the town had began to increase, and now and then a frame house was seen taking the place of the diminutive log cabins in which they had heretofore dwelt.

At the mouth of the Great Kanawha, which is in sight of Gallipolis, there was a small town called Point Pleasant. During the Indian war a garrison was kept here with a guard of soldiers at the charge of the state of Virginia. It is memorable as the spot where, in the year 1774, was fought one of the most bloody and well contested battles which has, at any time, been enacted on the waters of the Ohio. It took place on the tenth of September, and continued through the whole day. The forces engaged were thought to have been about equal in numbers. The Virginia troops were commanded by general Andrew Lewis, and amounted to eleven hundred men. The leader of the Indians was the celebrated chief Cornstalk. About sunset the savages withdrew their warriors, leaving a number of their dead in the hands of the whites. The loss of the Virginians was seventy-five killed and one hundred and forty wounded. Isaac Shelby, afterwards governor of Kentucky, commanded a company in this battle. This war was known in the West by the name of "Dunmore's war," after lord Dunmore, then governor of Virginia. In the spring of the year 1777, Cornstalk and his son, Ellinipsico, were basely murdered at this garrison while on a friendly visit to the whites. He was the great chief of the Shawanees, and possessed of courage and talents equal to those of any Indian who ever lived.

## CHAPTER III.

## FROM GALLIPOLIS TO NORTH BEND.

Guyandotte and the Iroquois Indians—Big Sandy, cane, bears—Ginseng, timber trees and iron—Alexandria, Portsmouth Saltworks—Limestone, Manchester—Cincinnati, improvements—Barge navigation—North Bend, Miami purchase.

From Gallipolis the Nonpareil sailed pleasantly along past the outlets of the Little and Big Guyandotte rivers, the latter of which is thirty-five miles below. The names of these streams are now all that remain as memorials of a tribe of Indians who once lived on the banks of the Ohio. The whole tribe was destroyed before the country was known to the whites, by the warriors of the merciless Iroquois, or "Six Nations"—the Romans of the savage tribes, who spread their conquests from the lakes to the Ohio river. Between the mouths of these two streams, are seen uncommonly extensive ranges of mounds, with the remains of embankments and relics of those ancient towns and forts, so peculiar to the western country.

At the mouth of the Big Sandy, the dividing line between Virginia and Kentucky, the Ohio makes its extreme southern bend, and approaches nearer to the climate of the cane (*arundinaria macrosperma*,) than at any other point between Pittsburgh and Cincinnati. At this period it grew in considerable quantities near the falls, thirty miles from the mouth, and had been visited in 1804 by Thomas Alcock, of Marietta, for the purpose of collecting its stems to manufacture weavers' reeds. It was the highest point, near the Ohio, where this valuable plant was known to grow, and has long since been destroyed by the domestic cattle of the inhabitants. In Tennessee and Kentucky it furnished the winter food for their cattle and horses many years after their settlement. The head waters of the Sandy and Guyandotte interlock with those of the Clinch and the Holstein, amidst the spurs of the Cumberland mountains. In their passage to the Ohio, they traverse the most wild and picturesque region to be found in western Virginia; abounding in immense hills of sand rocks, cut into deep ravines by the water courses, containing caverns of various sizes and extent. At this period it was the most famous hunting ground for bears in all the country. In the years 1805, 6 and 7, eight thousand skins were collected by the hunters from the district traversed by these rivers and a few adjacent streams. It was the paradise of bears; affording their most favorite food in exhaustless abundance. The bear is not strictly a carnivorous animal, but like the hog, feeds chiefly on vegetable food. On the ridges were whole forests of chesnuts, and the hillsides were covered with oaks, on whose fruits they luxuriated and fattened until their glossy hides afforded the finest peltry imaginable. The war in Europe created a great demand for their skins to decorate the soldiers of the hostile armies; and good ones yielded to the hunters four and five dollars each.

Since that day the attention of the sojourners of this wild region has been turned to the collection of the roots of the ginseng. This beautiful plant grows with great luxuriance and in the most wonderful abundance in the rich virgin soil of the hill and mountain sides.

For more than thirty years the forests have afforded a constant supply of many thousand pounds annually, to the traders stationed at remote points along the water courses. No part of America furnishes a more stately growth of forest trees, embracing all the species of the climate. The lofty *Liriodendron*, attains the height of eighty and a hundred feet without a limb, having a shaft of from four to six feet in diameter. The white and yellow oak are its rivals in size. The *magnolia acuminata* towers aloft to an altitude uncommon in any other region; while its more humble relatives, the *tripetala* and *mycrophilla* flourish in great beauty by its side. It may be considered the store house for building future cities, when the prolific pines of the Alleghany river are exhausted. In addition to all these vegetable riches, the hills are full of fine beds of bituminous coal, and argillaceous iron ores. From the mouth of the Sandy to the Scioto, a distance of nearly forty miles, the country abounds in iron ores of various qualities; no less than six workable beds being found at different elevations from the bottom of the river to the tops of the hills. They are portions of those immense deposits which are known to accompany the coal measures of the Ohio valley, from the Cumberland range to the foot of the Alleghany mountains. At the period when the Nonpareil floated along this division of the river, they were not known to exist at all; and the iron castings used by the inhabitants were brought from "head waters." Now thousands of tons are annually melted at the numerous furnaces on both sides of the river; and several towns and villages have sprung up by its means.

At the mouth of the Scioto, they made a brief stop at the little village of Alexandria, containing a few log houses. Since then the town of Portsmouth has been built about a mile above, and has become an active manufacturing town, with a population equal in numbers to that of the whole country in 1805. In the northeast portion of the county of Scioto, on the waters of Salt creek, was seated the first, and for several years the only manufactory of salt in this part of Ohio. It was known by the name of the "Scioto saltworks," and supplied a large portion of the inhabitants with salt. It required no less than six hundred gallons of the water to make fifty pounds of salt; and yet many thousand bushels were made in a year, and sold at the works for two and three dollars a bushel. From thence it was carried on packhorses into all the remote settlements. At this day, water is procured of such strength on the Muskingum, Hockhocking and Kanawha, that from fifty to seventy gallons afford the same amount.

At the distance of fifty miles below Alexandria the schooner reached the town of Limestone, one of the oldest settlements and earliest landing places for emigrants in Kentucky. It is seated on a high bank of the river, and was at that day a town of considerable commercial importance; being the depot for merchandise intended for the interior of the state, and nearly as much business as Cincinnati. Here they had a very fair offer for the schooner and load, by one of the leading merchants of the place, who had just returned from New Orleans with a loaded barge. The captain gave his opinion in favor of a sale, but the two supercargoes thought they had better continue the voy-



age themselves, and if any profit could be realized on the cargo at New Orleans they should retain it in their own hands. From Portsmouth to Limestone they passed but one town, the little village of Manchester, on the right bank; laid off and settled under the auspices of general Massie, in the year 1791. In the year 1796, the same enterprising pioneer laid the foundation for the town of Chillicothe.

The Nonpareil now unmoored and put out into the stream, proposing to stop at Cincinnati to land general Mansfield and family. The distance between the two towns was sixty miles. New settlements and improvements were springing up along the banks of the river every few miles; and the busy hum of civilization was heard where silence had reigned for ages, except when broken by the scream of the panther, the howl of the wolf, or the yell of the savage. In this distance there are now no less than twelve towns, some of which are of considerable importance. They reached Cincinnati after a voyage of seventeen days; being protracted to this unusual length by adverse winds, a low stage of water, and the frequent stops of general Mansfield on business relating to his department, especially that of determining the meridian and latitude of certain points on the Ohio river. It was now the eighth of May; the peach and the apple had shed their blossoms, and the trees of the forest were clad in their summer dress. Cincinnati, in 1805, contained a population of nine hundred and fifty souls. The enlivening notes of the fife and drum at reveille were no longer heard, and the loud booming of the morning gun as it rolled its echoes along the hills and the winding shores of the river, had ceased to awaken the inhabitants from their slumbers. Cincinnati had been from its first foundation until within a short period the headquarters of the different armies engaged in the Indian wars; and the continual arrival and departure of the troops, the landing of boats and detachments of packhorses with provisions, had given to this little village all the life and activity of a large city. Peace was now restored; and the enlivening hum of commerce was beginning to be heard on the landings, while the bustle and hurry of hundreds of immigrants thronged the streets as they took their departure for the rich valleys of the Miamies, the intended home of many a weary pilgrim from the Atlantic states. The log houses were beginning to disappear—brick and frame buildings were supplying their places. Large warehouses had arisen near the water for the storing of groceries and merchandise, brought up in barges and keel boats from the far distant city of New Orleans.

The upward voyage was performed in favorable seasons, in one hundred and twenty days. Barges at this time were large open boats of eighty or one hundred tons burthen, but were subsequently increased to one hundred and fifty tons. A small quarter deck covered a little cabin for the accommodation of the captain, and afforded a stand for the pilot or steersman. In the bow, a small forecastle protected the sleeping berths of the crew. The waist was occupied with the freight, secured from the weather by a tarpaulin or painted sail cloth stretched on stanchions. Twenty or more oarsmen were seated along the sides, according to the size of the barge; the largest class requiring forty or fifty men at the oars. In addition to the oars they



all had masts and sails, rigged schooner fashion with topmasts; and in the long reaches with a favorable wind made considerable headway against the current of the Mississippi. Their usual progress was from ten to fifteen miles a day. In passing round headlands with a rapid current to stem, a long line was attached to the foremast, and carried up stream by some of the men in a skiff and fastened to a tree; with this line they prevented the boat from swinging out into the stream and losing her headway, while a part of the crew swayed away on the cord, forcing her against the current up to where it was made fast. While this was hauling in, the men in the skiff carried forward another cord and fastened it in the same manner; keeping up the process of "cordelling," as it was called by the boatmen, till they had passed by the rapid water. The common price for freight from New Orleans to Cincinnati, was from six to eight dollars per hundred. The *Nonpareil* lay at Cincinnati two days, and was greatly admired by the barge and keel boatmen for the beauty of her model, and trim appearance on the water. While lying here a considerable rise in the Ohio took place, which, with the aid of the wind that now proved favorable, greatly accelerated their downward progress. On the Kentucky shore cabins and improvements were much more numerous than on the Ohio side, as this state had been settled a number of years before the latter.

Sixteen miles below Cincinnati, on the right bank of the Ohio, they passed North Bend, the seat of the Hon. John Cleves Symmes. After the close of the war for independence, Mr. Symmes, then chief justice of the state of New Jersey, had early entered into the spirit of purchasing and settling the new territory northwest of the river Ohio, which had lately been placed in the hands of the American congress, by its former claimants, the states of Virginia and Connecticut. It constituted a vast domain equal in extent to many of the kingdoms of Europe. As early as the year 1787, and at the same time with Dr. Cutler, Winthrop Sargent and others, agents of the Ohio land company, J. C. Symmes made application to congress, in the name of himself and associates, for the purchase of a large tract of land lying between the Big and Little Miami rivers. The price was sixty-six cents per acre, to be paid in United States military land warrants and certificates of debt due from the United States to individuals. The payments were divided into six annual instalments. His associates were principally composed of the officers of the New Jersey line, who had served in the war of the revolution. Amongst them were general Dayton and Dr. Boudinot. His first contract was for one million of acres, made in October, 1788, but owing to the difficulty of making the payments, and the embarrassments growing out of the Indian war, the first contract was not fulfilled, and a new one was made for two hundred and forty-eight thousand acres in May, 1794, and a patent issued to him and his associates in September following. Meanwhile, in the spring of 1789, Judge Symmes had located himself at North Bend. At this point the Ohio river makes a northerly sweep, approaching to within a short distance of the Miami. Here he laid out and surveyed the plan of a city, extending across this peninsula similar to that of Philadelphia between the Schuylkill and Delaware

rivers, and named it after himself. Many of the first settlers established themselves at this place. A settlement was also commenced where Cincinnati now stands at the same time. It was no doubt expected that "Symmes city," would be a great town in a few years, as its location was favorable for commerce, and in the midst of a rich region of lands. But the most trifling events sometimes bring our wisest calculations to naught. Like the unfortunate city of Troy of old, it is said that the smiling prospects of the new city were destroyed by the bright eyes and fair features of a woman. Females, ever since the days of Adam, have had a greater influence over the affairs of man than he is willing to acknowledge. There being a prospect of danger from the Indians, the government ordered colonel Harmer to establish a fort between the two Miamies, for the protection of the new settlements. (Vide Letters of judge Burnet to the Ohio Historical society, part 2, vol. 1.) Judge Symmes persuaded the officer to land at North Bend, and while examining the ground for a suitable site for the fort, he became enamored with a beautiful female, the young wife of an immigrant. So long as she remained there, he was satisfied that this was a suitable location for the fort. In the meantime the husband of the woman, becoming jealous of the officious attentions of the officer, removed to Cincinnati. No sooner had she left the settlement, than all the arguments of the judge in favor of the spot were without weight. He marched the detachment to Cincinnati, and immediately laid the foundation of Fort Washington. This sealed the fate of "Symmes city." The Indians soon became hostile, and the new immigrants preferred locating near the fort as a place of greater safety. But for this circumstance, apparently so trivial, North Bend might now have been the site of a city, and Cincinnati that of a small village or even covered with farms. Judge Symmes was a man of sterling integrity and unbounded activity and enterprise. After the war the new settlement grew rapidly into cultivation, being amongst the most fertile lands in the state. The selection was a very judicious one; but many of the first occupants suffered considerably from inaccurate surveys, and loose titles, ending in law suits. This beautiful spot, in years after the voyage of the *Nonpareil*, became the home of general Harrison, and the resting place of his mortal remains. His wife was the daughter of judge Symmes. He was amongst the early adventurers to the new purchase, and served in the army of general Wayne. In 1791 he was at Fort Washington; and in 1798 was elected the first delegate to congress from the Northwest territory. From the blaze of glory acquired at Tippecanoe, he went on increasing in intellectual lustre and in moral worth, until he was placed by the almost unanimous vote of the people at the highest station in their power to give. His unexpected and universally regretted demise was a powerful illustration of the uncertain termination of all the plans of man. He is interred on the summit of a knoll, which is beautifully conspicuous to miles of the river and country around. Long may his memory be blessed by the thousands who annually pass up and down the Ohio in sight of his tomb, and his name preserved as a watchword by all true lovers of their country.

## CHAPTER IV.

## FROM NORTH BEND TO THE MISSISSIPPI.

Bigbone and its curiosities—Kentucky river, Beargrass and Corn island—Louisville and the falls—John Graham, Esq.—Salt river and Hendersonville, Water-fowl and birds of prey—Shawneetown—Scenery to the Grand Chain described—Anecdote of Cave-in-rock—Fort Wilkinson, Massac—Grand Chain, pecan, mouth of the Ohio.

Fifty miles below Cincinnati they passed the mouth of Bigbone creek, so named from its running through the Bigbone lick. This celebrated spot is in Kentucky, two miles from the Ohio river, and covers a space of about ten acres. When first visited by the hunters and early settlers of the country, the surface was strewn with the tusks, grinders, ribs, and other bones of the huge mastodon; intermingled with those of several other extinct animals. The collectors of specimens for cabinets of natural history and for museums, have since removed all that were on or near the surface; and they now can only be obtained by digging to a considerable depth. It is estimated by Mr. Cooper, of New York, that the bones of one hundred mastodons, and twenty of the elephant, besides those of several other animals, have been collected at this place. These were probably engulfed in the mud and slime as they contended with each other for the salt water, which is found on the margin of the creek, and deeply impregnates the earth of the lick. It was first made known to hunters by the buffalo paths which led to it from all directions, and were worn deep and wide into the soil for miles in extent as if traveled for ages.

Fifty-two miles above the falls of the Ohio, and ninety below Cincinnati, they passed the mouth of Kentucky river, where there was a small town, and had for several years during the Indian wars been a stockaded garrison. From thence to the falls on either bank of the river there was no town of any note, and but thinly scattered settlements. In two days after leaving Cincinnati, the schooner reached the falls without accident. The first permanent settlement was made here in the year 1778; although land surveyors and hunters had visited the region on Beargrass creek as early as 1773. In the former year thirteen families came down the Ohio from head waters, under the direction of colonel George Rogers Clark, so famous in early western adventure, and who at that time had under his command a detachment of soldiers. Near the Kentucky shore is a large island on which they first located and erected cabins; and from the circumstance of the first crop of corn being raised there, it took the name of "Corn island," and retains it to this day.

In 1780, colonel Clark erected a fort on the main land, and the settlers began to build their log dwellings close under its protection. From this beginning has sprung the present large and commercial city of Louisville. The first store of dry goods opened there was in the year 1783 by Daniel Broadhead. The second in the state was at Lexington, in the spring of the year 1784, by general James Wilkerson. At that period of the visit of the Nonpareil, quite a brisk little town had sprung up and had grown more rapidly since the upward navigation of the Mississippi and Ohio rivers had commenced; this



spot being the carrying place for the merchandise intended for the country above, as the obstruction to navigation by the falls made it necessary for the barges to land a part if not all their freight before attempting the ascent of so rapid a current. At low stages of the river it was very dangerous descending the rapids with boats, and few attempted it when below a certain mark well known to the pilots. From the rocks and islands scattered through this pass the river is divided into three channels or "chutes;" viz. the Kentucky, the middle, and the Indian chute. The latter name was derived from its lying on the north or Indian side of the Ohio; and from the fact of the savages keeping possession of that shore for many years after the whites had occupied the south side. In making this descent, boats were often wrecked and sunk on the rocks which filled and lined the tortuous channels. Aided by the rise in the river and the help of a skilful pilot, the little schooner passed down the middle chute with the rapidity of an arrow, and was safely moored in the harbor at the foot of the falls, now called Shippingsport. At that day not one of the towns which cluster about the falls was in existence; and what is now Louisville sat solitary and alone on the rocky shore of the rapids, with the exception of a few log cabins and one or two store houses at the foot of the falls. At the head, on the Indian shore, were a few cabins, called "Clark's grant."

While lying here they took on board as a passenger John Graham, Esq., who was on his way to New Orleans. This gentleman had recently returned from France, where he had acted as secretary to Mr. Monroe, our minister at Paris. He now was appointed secretary to C. C. Claiborne, governor of the territory of Louisiana, ceded in December, 1803, to the United States. Mr. Graham was in the prime of life; of a noble and commanding person, prepossessing countenance, and agreeable manners. He was a great acquisition to the owners of the *Nonpareil*, and beguiled the wearisome length of the voyage by his instructive conversation and anecdotes of foreign travels. His father was one of the earliest land adventurers on the Ohio river amidst the vast territory of Virginia, and a tract below Letart's falls is still known by the name of "Graham's station."

Having taken on board a few stores for the larder, the crew unmoored the little schooner and put off in fine spirits for the mouth of the Ohio. With a few exceptions, the whole distance on both shores was a wilderness. Here and there appeared the hut of a new settler, and at remote points a few small towns. At the mouth of Salt river there had once been a frontier garrison of Kentucky, and now stood a few log houses. One hundred and eighty miles below this was the Redbanks, or Hendersonville, quite a small village. Here they came to for a short time to purchase eggs, chickens and milk, which were both cheap and plentiful. A few weeks earlier in the spring, the Ohio, from the mouth of Salt river to the Mississippi, was annually visited by immense flocks of water-fowl; consisting of the various species of ducks common to the western streams, and wild geese. Some of the ducks were of the most rich and beautiful plumage, while others were celebrated for their fine flavored meat and excellencies for the table. They abounded to an extent and multiplicity of num-



bers that no one at this day would believe, unless he had been an eye witness. They had now mostly taken their flight to the great northern lakes; though a few still lingered behind as if unwilling to leave so favorite a feeding ground; sufficient however were left to afford Graham and Charles Devoll, who were both keen sportsmen, ample employment with their rifles, as they floated calmly along, and many a fine roast for their dinners. Eagles and vultures were seen in great numbers in a region that so much abounded with their favorite food. The former bird, it is said, never feeds on tainted or putrid meat, but seeks a fresh supply for every meal. From this circumstance, well known to western hunters, the flesh of the bald eagle was considered by many of them fully equal, if not superior to that of the wild turkey, and always eaten when fat. By one who has often partaken of their meat, I am told that he considered it a richer and nicer food than that of the turkey. Another peculiarity of this noble bird is, that he never makes two meals from the same carcass, but leaves it to be devoured by the less fastidious vulture and turkey-buzzard.

Fifty-four miles below the Redbanks, and ten miles below the mouth of the Wabash, they passed Shawneetown, at that time consisting of only a few log houses, and formerly belonging to the Shawnee Indians. In a few years after this period it became a noted landing place for immigrants removing to Illinois and Missouri; but in 1805 the whole of that country, excepting a few French settlements, was in the possession of the savages.

From Shawneetown to the "Grand Chain," just below old Fort Wilkerson, the Ohio is bordered with the richest and most romantic scenery to be seen between Pittsburgh and its mouth. As the Nonpareil floated quietly along past "Battery Rock," "Cave-in-rock" and "Tower Rock," noted promontories on the right bank of the river, some of which have their bases in the stream as they rise in perpendicular cliffs from the shore; Graham could not withhold his exclamations of delight at the various beauties which were unfolded at every turn of the river. The rich green of the forests, the graceful curves of the hillsides, reflected in the placid bosom of the Ohio, to be seen and enjoyed, should be viewed from the deck of some quiet boat as she floats calmly along with the current, and not from the hurried and rapid moving steam-boat. The entrance of the Cumberland and Tennessee rivers, with Hurricane and Diamond islands, are all interesting and prominent points of the scenery of this region. Had those streams pursued their course a few miles farther, before joining the Ohio, they would have united their waters like the Alleghany and Monongahela. On the summit of "Tower Rock" there is said to be a mound constructed of large blocks of stone, erected by those ancient people who once inhabited this country as an observatory or watchtower. In the face of the "Cave-in-rock" there is a notable cavern, often visited by travelers and persons descending the river in flatboats—steam-boats being always in too great a hurry to bestow any time on the picturesque or beautiful. This cavern or grotto has been chiseled by the tooth of time in a compact lime rock; and is one hundred and sixty feet in length, eighty-eight feet in width, and forty feet in height at the entrance; tapering away gradually to its extremity, like the ex-

panded mouth of some huge animal. A few years before this voyage the cave had been the den of a gang of river highwaymen, composed of renegade white men and Indians: the captain was by the name of Wilson. Some boats were enticed ashore by a sign board on which was written in large letters, "Boat stores and tavern." From this it took the name of Cave-inn-rock. Others, which could not be enticed to land, were boarded from canoes and taken by force. The crews were murdered and boats plundered. If loaded with provisions for the Orleans market, a crew of their own men was put on board and the load sold at some town on the Mississippi, the hands returning by land with the money. They were finally routed by an armed boat sent on purpose from head waters, as most of the plundered boats were from that quarter.

As the Nonpareil approached near the mouth of this dreaded cave, a little after twilight, they were startled at seeing the bright blaze of a fire at its entrance. Knowing of its former fame as the den of a band of robbers, they could not entirely suppress the suspicions it awoke in their minds of its being again occupied for the same purpose. Nevertheless as they had previously determined not to pass this noted spot without making it a visit, they anchored the schooner a little distance from the shore and landed in the skiff. Being well armed with pistols they marched boldly up to the cavern; when, instead of being greeted with the rough language and scowling visages of a band of robbers, they found the cave occupied with smiling females and sportive children. A part of the women were busily occupied with their spinning wheels, while others prepared the evening meal. Their suspicions however were not fully removed by all these appearances of domestic peace; still thinking that the men must be secreted in some hidden corner of the cave ready to fall on them unawares. On a little further conversation they found the present occupants of the dreaded cave consisted of four young immigrant families from Kentucky, going to settle in Illinois. The females were yet in the bloom of life. Their husbands had bought or taken up lands a few miles back from the river, and after moving their families and household goods to this spot had returned to their former residences to bring out their cattle; in the mean time leaving their wives and children in the occupancy of the cave till their return. At that early day nearly all the wearing apparel of the inhabitants, and quite all their bedding, was manufactured within their own dwellings; and these hardy occupiers of the frontiers, having been brought up like the virtuous woman, "whose price is above rubies," to turn their hands to the distaff, and having brought with their spinning wheels and looms an abundance of flax, spent the weary days of their husbands' absence in the useful employment of spinning. A large fire in the mouth of the cave gave cheerfulness to the gloomy spot, and enabled them at night to proceed with their labors, while its bright rays were reflected from the looms, beds and household utensils, which lay piled up along the side of the cave. By day the sun afforded them light, the mouth being spacious and elevated, while the roof sheltered them from the rain. They were in daily expectation of the arrival of their husbands, when they would move out on to their farms in company.

A little conversation soon dissipated all suspicions of harm from the minds of their visitors, for when was woman ever known to act the part of a betrayer? and borrowing from them a torch, they explored the hidden recesses of the cave. At this time no vestiges of its former occupants remained but a few scattered barrel staves and the traces of their fires against the blackened sides of the rock. The walls, even at that early day, were thickly scored with the names of former visitors, to which they hastily added their own, and thousands have no doubt been added since. Bidding a warm farewell to this singular and solitary community, they entered their boat, greatly wondering at the courage and confidence of these lonely females. Their surprise however in a manner subsided, when they reflected that they were the daughters of Kentucky, and from the land of Daniel Boon.

At the head of the Grand Chain on the right bank stood Fort Wilkerson, being one of the cordon of defences built by the United States during the Indian war to keep the savages in check. The town of Wilkersonville stands on its site. It was erected under the superintendence of colonel Strong, an officer with general St. Clair, and an inmate of the garrison at Marietta, at the breaking out of the war in 1790. Old Fort Massac was built by the French, and had long since gone to decay; it was fifteen miles above Fort Wilkerson. Some years after the building of this fort, colonel Strong, whose employment confined him to the malarious shores of the Mississippi, sickened with a fever and visited the cedar bluffs and high banks of Fort Wilkerson for the recovery of his health. He however died here; shortly after which his son died also in the prime of life; and both lie buried near its walls. Charles and Barker both landed and visited their graves, as they had formerly been intimately acquainted with them while living in the garrison at Marietta.

The "Grand Chain," quite an imposing name, is a large ledge of rocks which crossed the Ohio in a very oblique direction from the Kentucky to the Illinois shore, and would seem to have been the base of a range of hills called by Schoolcraft the "Shawnee mountains," cut across by the river in its youthful days. It however occasions but little obstruction to navigation except in very low stages of water. From the head of the Grand Chain to the mouth of the Ohio is twenty miles. At that day the whole distance was a wilderness and the shores covered with a dense forest. From the mouth of the Ohio to the Wabash are found several species of trees not common to the country above the falls: amongst them is the pecan, which is so abundant in some districts on the lower portion of the river as to form groves or natural orchards of this species of tree. "Pekaun," is a Shawnee word, and means "the nut." The catalpa is also found growing here as indigenous to the climate, perfuming the air with its immense clusters of rich blossoms. The land at the mouth of the Ohio is level and low, subject to frequent inundations by floods in the Ohio and Mississippi. Were it not for this circumstance, and were the site otherwise favorable, under a wise policy we might expect in this neighborhood would rise one of the largest commercial cities in the Union. Several efforts have been made to build towns in that vicinity without success.

*(To be continued.)*



## POST OFFICE FACILITIES.

*Auditor's Office, Post Office Dep't., Feb. 14, 1842.*

SIR,—I approve of the plan of the American Pioneer, and of the style of the first number. I have long desired that efforts be used to preserve the history of our western early settlements. The characters of so many are concerned, that many incidents and facts cannot be published now without wounding the feelings of near or remote relatives; and in such cases such incidents and facts should be put upon record in a manner suited to their importance, for the use of some future historian, and for the benefit of posterity.

Much, however, may be published now with perfect propriety.

In the West we have almost verified the prediction that "a nation shall be born in a day;" and having it in our power to perpetuate a full and perfect history of our unparalleled increase and extension of population, it seems to me we shall be faithless to our trust, if we permit those "who have converted the wilderness into the fruitful field," to descend to their graves without obtaining from them the valuable knowledge they possess.

I am heart and hand with you in your undertaking; but when I say this, you will permit me to express my regret, that your association was not incorporated with the Historical Society of Ohio, or that you are not auxiliary to it. County associations are necessary to glean the field well, while a central association is essential to embody the information that may be obtained, and to unite the talent and intelligence of the whole state.

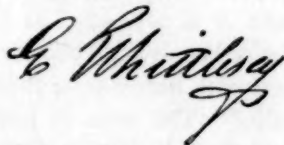
You ask whether you can prevail on me to send to you some information relative to the first establishment and successive increase of the post office facilities in the United States. You also express a desire to know when the first stage crossed the mountains. The first establishment of the post office system is nearly coeval with the first settlement of the country. Information can only be obtained from annals, and the histories of the colonies, of what was done to establish the post office system, and to extend its usefulness before the confederation of the colonies in 1775. After that event the journals of congress, and the statutes, contain a full history of what has been done by the national legislature. The post master general during most, if not all the time that has intervened since the adoption of the constitution, has directed the mode and manner of transporting the mail. The contracts anterior to 1815 were destroyed by the fire that consumed the post office building in December, 1836.



Since you wrote to me on the 2d instant, a manuscript compilation of the annals of the post office department, by E. F. Brown, formerly a clerk, was put into my hands by Mr. Marron, its chief clerk.

That part of it which is from history before the confederation I shall send to you, not doubting its accuracy. As you want facts and not essays, I may hereafter continue the history, by extracts from the journals of the old congress and acts of congress, and from reports of post masters general, and from reports of committees.

I have written to several gentlemen, from whom I hope to obtain information to answer your inquiry as to the time when the first stage passed the mountains, and also as to other matters that may interest you and your readers. I am very respectfully yours,



John S. Williams, Esqr.

Without knowing that the writer intended it for the public eye, we publish the above letter, which contains suggestions too valuable to be lost or confined to our individual observance. Its source is entitled to the highest consideration, and for the following very valuable annals which it enclosed, the readers and editor of the Pioneer lie under a debt of gratitude to him, and through him to those from whose industry and care he obtained them. We are permitted to hope for further contributions on this interesting subject.

Who can sufficiently admire the great machinery of the post office department, or be sufficiently thankful to the Giver of all good for the blessings dispensed through it. What an organ of communication! What an aid to the march of mind, the growth of intellect, the exchange of ideas! Where each gives what he has and nothing loses.

This is but a part of the whole system of government and laws under which we are rising to greatness. Reader, contemplate the inceptive state of post office facilities as exhibited below, and then think what it is now; think that now the post offices amount to full fourteen thousand, and that the length of all the mail routes in the United States extended would reach six times round the earth! Think also that the transportation of the mail would reach one thousand four hundred times round the earth every year! And this but a part of the benefits of that government under which we live. Are you not mute in astonishment? And do you not almost tremble lest some mighty jar with one tremendous crash will tumble all to ruin? But when we consider that our lives depend upon the strength of threads too minute for ocular inspection, and that the existence of the world depends upon the most nicely adjusted balances, and that all are under the supervision of that Eye which never sleeps, we may rest assured that all are safe, if from our own waywardness we do not bring ruin upon ourselves.

## ANNALS.

Doctor Snow, in his History of Boston, says, "Something like the rudiments of a post office is discoverable in the colony records in May, 1677; when, upon petition of several merchants of Boston, Massachusetts, the court appointed Mr. John Hayward, scrivener, 'to take in and convey letters according to their directions.'"

This, it is believed, was the first post office in America. If there were any before it they must have been very unimportant, or some of the many histories which have been examined would certainly make mention of them.

Mr. Watson, in his Annals of Philadelphia, says, "that in the month of July, 1683, William Penn issued an order for the establishment of a post office at Philadelphia, Pennsylvania, and granted to Henry Waldy, of Tekonay, authority to hold one, and to supply travelers with horses from Philadelphia to Newcastle, Delaware, or to the Falls." The rates of postage were as follows, viz. letters from the Falls to Philadelphia, three pence; to Chester, five pence; to Newcastle, seven pence; to Maryland, nine pence; and from Philadelphia to Chester, two pence; to Newcastle, four pence; to Maryland, six pence. This post went once a week, and it was to be carefully *published on the meeting-house door* and other public places.

The Rev. Dr. Holmes, in his American Annals, says, "In 1692 a patent was laid before the Virginia assembly for making Mr. Neal post master general of Virginia and other parts of America; but, though the assembly passed an act in favor of this patent, it had no effect. The reason assigned was, that it was impossible to carry it into execution on account of the dispersed situations of the inhabitants."

The first legislative interference with the post office appears to have been in the year 1700, when the colonial government passed an act for the establishment of a post office at Philadelphia.

Col. John Hamilton, of New Jersey, son of Gov. Andrew Hamilton, first devised the post office scheme for British America, for which he obtained a patent and the profit which accrued.

After Col. Hamilton had enjoyed his patent a short time, he sold it to the British government, and in 1710 parliament passed an act entitled "An act for establishing a general post office for all her majesty's dominions, and for setting a weekly sum out of the revenues thereof for the service of the war, and other her majesty's occasions." It required that one general letter office and post office should be erected in London, and other chief letter offices in Scotland, Ireland, North America, and the West Indies. The post master general, who was a

member of parliament, was authorized by that act to keep one chief letter office in New York, and other chief letter offices in some convenient place or places in each of her majesty's provinces or colonies in America. The rates of postage for all letters and packets, from New York to any place within sixty miles thereof, and thence back to New York, were fixed as follows, viz. single, four pence; double, eight pence; treble, one shilling; an ounce, one shilling and four pence.

In 1704, the first newspaper published in the English colonies appeared in Boston. It was published by John Campbell, a Scotchman, who was established there as a bookseller. The first number of that paper contained the following notice:—

“All persons in town and country may have said Newsletter weekly upon reasonable terms, agreeing with John Campbell, post master, for the same.”

This John Campbell was reappointed post master at Boston under the new act of 1710.

In 1711, a mail from Boston to Plymouth and Maine went once a week, and a mail from Boston to Connecticut and New York went once a fortnight.

In December, 1717, advice from Boston, Massachusetts, to Williamsburg, Virginia, could be completed in four weeks during those months between March and December, and in double that time during the other months in the year.

In 1727, the mail from Philadelphia to Annapolis, Maryland, by way of Newcastle, Delaware, to the western shore, and back by the eastern shore, was to run once a fortnight in summer, and once a month in winter, and was managed by William Bradford in Philadelphia, and by William Parks in Annapolis.

Dr. Franklin, in his *Life*, says, in 1737, “Col. Spotswood, late governor of Virginia, and then post master general, being dissatisfied with the conduct of his deputy at Philadelphia, respecting some negligence in rendering and want of exactness in framing his accounts, took from him the commission and offered it to me. I accepted it readily, and found it of great advantage; for, though the salary was small, it facilitated the correspondence that improved my newspaper, increased the number demanded, as well as the advertisements to be inserted, so that it came to afford me a considerable income.”

In 1738, Henry Pratt was appointed riding post master for all the routes between Philadelphia and Newport, in Virginia; to set out in the beginning of each month, and to return in twenty-four days. Notice was given that “to him merchants, &c. might confide letters and other business, he having given security to the post master general.”

In 1745, John Dalley, a surveyor, informed the public that he had just made a survey of the road from Trenton to Amboy, in New Jersey, and had set up marks at every two miles to guide travelers. It was paid for by private subscriptions, and he proposed to survey the whole road from Philadelphia to New York in the same way if a sufficient sum could be made up.

Although there was at that time no surveyed road, and of course no road opened between the two largest cities in the colonies, the population had increased to a very considerable extent. The Family Encyclopedia states that the population of the whole thirteen American colonies, in 1749, amounted to one million and forty-six thousand.

It was not until 1753 that the practice of delivering letters by the penny post or letter carrier, and of advertising letters on hand, commenced. So few and scattering were the post offices, that letters and packets for all persons residing in Newtown, Bristol, Chester, Pennsylvania, and even in Newcastle, Delaware, were sent to the post office in Philadelphia, where they remained until called for. Bristol is twenty miles from Philadelphia, and Newcastle is forty miles from Philadelphia, in an opposite direction, making a distance of sixty miles with but one post office.

The mail from Philadelphia to the north, in that year, went and returned but once a week in summer, and once a fortnight in winter, just as it did twenty-five years before.

On the death of the deputy post master general of America, in 1753, Dr. Benjamin Franklin, who had been for some time previously employed by him as his comptroller, in regulating the several offices and bringing post masters to account, was appointed jointly with Mr. William Hu—— to succeed him, by a commission from the post master general in England. Dr. Franklin, in his Life, says, "The American office had never hitherto paid any thing to that of Britain: we were to have six hundred pounds a year between us, if we could make that sum out of the profits of the office." To do this many improvements were necessary.

In October, 1754, a new impulse was given to the establishment, so that the mail was to leave Philadelphia for New York every Monday, Wednesday and Friday, in the fall, spring and summer, and once a week in winter. That was considered a great improvement, and was the result of Dr. Franklin's good management.

In 1755, notice was given that, to aid trade, &c. arrangements had been made by which the winter mail from Philadelphia to New England, which used to set out but once a fortnight, should thereafter set out once a week as in summer, so that answers to letters from Phila-



delphia to Boston might be obtained in three weeks, which used to require six weeks.

Dr. William Douglass, in his Historical and Political Summary of the British Settlements in North America, printed in 1755, while on the subject of mails, routes, &c., says, "From Piscataqua or Portsmouth to Philadelphia is a regular postage, from thence to Williamsburgh is uncertain, because the post does not proceed until letters are lodged sufficient to pay the charge of the post riders. From Williamsburgh, in Virginia, to Charlestown, in South Carolina, the post carriage is still more uncertain. There is a deputy post master general for America, appointed by the post master general in London: New York is appointed for his official residence; but by connivance he resides any where; at present in Virginia, Elliot Bengor, Esq.; formerly Mr. Loyd, in South Carolina."

The foregoing is supposed to refer to the year 1748 or 1749. It could not have referred to 1755, as Dr. Franklin was deputy post master general at that time. Dr. Douglass also states that there were then but fifteen hundred and thirty-two miles of post roads, viz:—eastern parts of Massachusetts Bay, 143; New Hampshire, 20; western division of Massachusetts Bay, 89; Rhode Island, 58; Connecticut, 126; New York, 57; New Jersey, 54; Pennsylvania, 78; Maryland 144; Virginia, 215; North Carolina, 247; South Carolina and Georgia, 301; total, 1532 miles.

For a transcript of the following law, we are indebted to the kindness of major DANIEL GANO, of Cincinnati. It is most likely the basis of the first staging done in the United States. There are thousands who can remember farther back. Contrast it with the present. Then government had to encourage staging; now there is opposition upon opposition. How long before the culture of silk will follow? It is impossible even to estimate the present amount of staging. We can give no more than the extent to which the mail is carried in stages. We find that it would reach eight hundred times around this globe of earth and water every year! We can well remember when the first stages crossed the Alleghanies on the Cumberland route. More than that, we can remember the time when *packhorses* were the principal mode of conveyance across them. Yes, and when there were but two post offices in the Northwest territory—now, four states and a territory; and when the present mail routes, if extended, would much more than encircle this globe, and over which the mail is transported *in stages* to a distance that would in every year out-stretch one hundred and fifty equators which encircle the earth. We treat of facts, and will, in another place, give the data upon which to calculate. We positively do not know the country in which we live. Many of us know other countries better than our own.

LAWS OF NEW YORK, EIGHTH SESSION, 1785.—[Chap. 52, page 45.]

An act to grant to Isaac Van Wyck and others, an exclusive right of keeping stage wagons on the east side of Hudson's river, between the cities of New York and Albany, for the term of ten years. Passed the fourth of April, seventeen hundred and eighty-five.

Whereas Isaac Van Wyck, Talmadge Hall and John Kinney have, by their petition, prayed that on account of the great expense and labor attending the undertaking, an exclusive right of carrying on a stage from the cities of New York and Albany might be granted them for the term of ten years; and whereas the erecting a stage as aforesaid, will tend to promote the ease and benefit of the people;

I. Be it enacted by the people of the state of New York, represented in senate and assembly, and it is hereby enacted by the authority of the same, That the said Isaac Van Wyck, Talmadge Hall and John Kinney, and their respective executors, administrators and assigns, shall have, hold, possess and enjoy, and are hereby given, granted and allowed the sole and exclusive right, liberty and permission for the term of ten years, the same to commence on the first day of June next, to erect, set up, carry on and drive, at all time and times hereafter, during the term aforesaid, all and every such stage wagon or wagons from the said cities of New York and Albany respectively to the other, on the east side of Hudson's river, as they may judge sufficient for the purpose of accommodating such a number of passengers as may from time to time apply. And that it shall not be lawful for, nor shall any other person or persons upon any pretence whatever presume, during the term aforesaid, to erect, set up, carry on or drive any stage wagon or wagons, or any other carriage or carriages for the like purpose, from the said cities respectively, under the penalty of two hundred pounds, to be recovered by any person or persons who shall prosecute for the same, together with costs, in any court of record having cognizance of the same.

II. And be it further enacted by the authority aforesaid, That the said Isaac Van Wyck, Talmadge Hall and John Kinney, their executors, administrators and assigns shall furnish and provide at least two good and sufficient covered stage wagons, to be drawn each by four able horses for the purposes aforesaid; and that the price for each and every passenger therein, shall not exceed four pence per mile, including the liberty of carrying fourteen pounds weight of baggage. That for every hundred and fifty pounds weight of baggage, a like sum of four pence per mile shall be paid for the same; and so in like proportion for every greater or less quantity. And that such stage wagon or wagons shall proceed at least once in every week, during the said term of ten years, on the passage or journey aforesaid from the respective cities aforesaid, unless the same are prevented by the badness of the roads or some uncommon accident.

Provided always, That in case the said Isaac Van Wyck, Talmadge Hall and John Kinney, their executors, administrators or assigns, shall neglect or refuse to do and perform the duties aforesaid according to the true intent and meaning of this act, that in such case this act shall cease, and be null and void.

## STATISTICS.

THE following valuable information was mostly extracted from the American Almanac, a deservedly popular work published in Boston, Massachusetts.

## POPULATION OF THE COLONIES.

<i>Colonies.</i>	<i>Settled.</i>	1701.	1749.
Massachusetts	1620	70,000	220,000
Connecticut	1635	30,000	100,000
Rhode Island	1636	10,000	35,000
New Hampshire	1623	10,000	30,000
New York	1614	30,000	100,000
New Jersey	1624	15,000	60,000
Pennsylvania	1682	20,000	250,000
Delaware	1627		
Maryland	1633	25,000	85,000
Virginia	1607	40,000	85,000
North Carolina	1650	5,000	45,000
South Carolina	1670	7,000	30,000
Georgia	1633		6,000
Total,		262,000	1,046,000

## POPULATION OF COLONIES AND CITIES AT IRREGULAR PERIODS.

New Hampshire—1730, 12,000; 1767, 5,270; 1775, 80,038.  
 Maine—1795, 20,778.  
 Massachusetts—1742, 164,000; 1763, 21,024; 1765, 227,926; 1776, 348,994.  
 Boston—1700, 7,000; 1722, 10,567; 1743, 16,382; 1752, 17,574; 1765, 15,520.  
 Salem—1754, 3,462; 1765, 4,427.  
 Rhode Island—1730, 17,935; 1748, 34,128; 1755, 46,636; 1774, 59,678.  
 Connecticut—1756, 130,611; 1774, 197,856.  
 New York—1731, 50,395; 1771, 163,338.  
 New York city—1696, 4,302; 1731, 8,628; 1756, 10,381; 1773, 21,876.  
 Pennsylvania—1763, 280,000.  
 Philadelphia—1731, 12,000; 1753, 18,000.  
 Maryland—1660, 12,000; 1676, 16,000; 1701, 25,000; 1733, 36,000; 1755, 108,000;  
 1763, 70,000 whites.  
 Virginia—1642, 20,000; 1660, 30,000; 1663, 60,806; 1763, 170,000.  
 North Carolina—1763, 95,000 whites.  
 South Carolina—1701, 7,000; 1750, 64,000; 1765, 13,000.

## POPULATION OF THE UNITED STATES.

Six enumerations. In 1790, 3,929,827; 1800, 5,305,925; 1810, 7,239,814; 1820, 9,638,131; 1830, 12,866,920; 1840, 17,062,566.

## NEWSPAPERS AND PERIODICALS AT DIFFERENT PERIODS.

<i>States.</i>	1775.	1810.	1828.	<i>States.</i>	1775.	1810.	1828.
Maine,			29	Florida,		1	2
Massachusetts,	7	32	78	Alabama,			10
New Hampshire,	1	12	17	Mississippi,		4	6
Vermont,		14	21	Louisiana,		10	9
Rhode Island,	2	7	14	Tennessee,		6	8
Connecticut,	4	11	33	Kentucky,		17	23
New York,	4	66	161	Ohio,		14	66
New Jersey,		8	22	Indiana,			17
Pennsylvania,	9	71	185	Michigan,			2
Delaware,		2	4	Illinois,			4
Maryland,	2	21	37	Missouri,			5
District of Columbia,		6	9	Arkansas,			1
Virginia,	2	23	34	Cherokee nation,			1
North Carolina,	2	10	20				
South Carolina,	3	10	16	Total,	37	358	802
Georgia,	1	13	18				

## MAIL TRANSPORTATION.

In 1749—Whole length of mail routes, 1532 miles. Ditto in 1840, 155,739 miles Annual transportation, 36,370,776 miles. Ditto in stages, 20,299,278 miles.

In 1840—In Ohio, Indiana, Illinois, Michigan and Wisconsin—Length of routes, 34,546 miles. Annual transportation, 6,711,622 miles. Ditto in stages, 3,730,942 miles.

**"LOGAN'S SPRING."**

[Communicated for the Pioneer by Dr. S. P. HILDRETH.]

THE following anecdote of Logan, the celebrated Mingo chief, is so characteristic of his magnanimity and genuine love of the whites, that it is well worth preserving. When not goaded to madness by the injustice and cruelties of the Americans, and under the influence of that all-absorbing passion, revenge, he was one of the most mild and kind hearted of men. That particular injury being canceled, benevolence and kindly feelings often predominate even in the savage heart, returning in full force, and all former injuries are forgotten. Could a disciple of Spurzhiem get possession of this Mingo hero's skull, the organ of benevolence, as well as that of combativeness, would be found largely developed. In a valley, in Mifflin county, Pennsylvania, on the Kishaquoquillus creek, a branch of the Juniata, about the year 1767, lived Mr. Samuel Maclay, a noted hunter and surveyor of wild lands. He was a man of uncommon activity and courage; standing high in the estimation of the early settlers of that remote part of Pennsylvania. After the war of the revolution, he was for several years speaker of the senate of that state. A few years after the capture of Fort Duquesne, and before peace was finally concluded with the Indian tribes engaged on the side of the French, Mr. Maclay was out on a surveying excursion. One evening, after a fatiguing day's march, examining the country and fixing the boundaries of lots, he encamped in a fine open wood, near a large spring, the water of which gushed pure and limpid from the earth, in a hollow way between two low hills. After eating his meal of broiled venison, and drinking heartily from the spring, he stretched himself on a fine bed of leaves, with his feet to the fire, and slept very quietly through the night.

Early in the morning he was suddenly awakened from his quiet slumbers by the low growl of his faithful dog, who lay crouched by his side. As he opened his eyes in the direction of the first rays of the morning light, the figure of a large Indian was seen in bold relief against the clear sky, only a few yards from him, on the top of the low hill opposite. He was in the act of cocking his gun, with the barrel resting on his left arm, and at the same time looking intently on Mr. Maclay. Surprised, but not dismayed, he seized the rifle that lay by his side, and sprang to his feet. The Indian remained in the same attitude without any attempt to tree, or further motion of firing. They both remained in the same posture a few seconds, closely eyeing each other. At length the Indian slowly opened the pan of his



rifle and threw out the powder. Maclay did the same; and laying down his weapon, approached the Indian with outstretched hand in token of peace. The warrior did the same, and all enmity disappeared immediately. This Indian was the celebrated Logan, afterwards so cruelly treated by white men. The spring near which this incident occurred is still called "Logan's spring." They remained for many years after, and until the encroachments of the borderers drove the Indians west of the Ohio, warm and devoted friends; and the descendants of Mr. Maclay, from one of whom this incident was received, still venerate the name of Logan.

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Who but Logan could throw the priming out of his gun when facing an armed enemy of another nation and color? Very few indeed. The above incident Dr. H. says he received from W. MACLAY A.W.L., M. D., of Columbus, from whom we received another anecdote which shows the spirit of the Mingo chief. Dr. A.W.L. says his uncle had a very finely mounted gun, much admired by Logan, who wished to try Mr. Maclay's expertness with it, as well as the goodness of the rifle. He proposed to shoot against it for a dollar per shot. Mr. Maclay and Logan joined in competition, and continued it nearly the whole of one afternoon, near Logan's cabin. Mr. Maclay beat Logan four shots, and was about to depart, when Logan said, "Will you not come in and get your four dollars?" Mr. Maclay said, "O never mind, John, that is nothing between us, you know." Logan immediately exclaimed, at the same time violently striking his breast, "*Captain John Logan is a man.*" Mr. Maclay saw it would not do to refuse the money, and took it. Dr. A.W.L. also told us that there is scarce any thing more certain than that Logan spoke English well, and it would much surprise him for any one to insinuate that he could not. We think that, hopeless as the task might seem at first, the readers of the Pioneer will soon be made intimately acquainted with the whole of Logan's life and character, as well as those of thousands of others, and of circumstances which now seem shrouded in impenetrable darkness. Such is the power of the periodical press, which in its evolutions turns up matter unknown before, and which otherwise would be inevitably lost.

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ALTHOUGH poetry, in general, is not concordant with the spirit and intention of the Pioneer, yet the occasional introduction of descriptive poetry may be a benefit, in taking off the rough edge which bold pioneer adventure has a tendency to induce. It is undoubtedly right to cultivate the better affections; and under this consideration we think every reader will be pleased with the insertion of the following lines, written for the Pioneer, and communicated by their author, JOSEPH D. CANNING, Esq., of Gill, Massachusetts. They speak for themselves.

## THE SHADE OF LOGAN.

Through the wilds of the West, in the fall of the year,  
A wanderer strayed in pursuit of the deer;  
And clad in the garb of the hunter was he—  
The moccasined foot, and the bead-gartered knee.

Though far towards the sunrise the wanderer's home,  
He roved in the gardens of nature to roam;  
By her melodies charmed, by her varying tale,  
He followed through forest and prairie her trail.

By the shore of a river at sunset he strayed,  
And lingered to rest 'neath a sycamore shade;  
For soft was the breath of the summer-like air,  
And the sweetest of scenes for a painter was there.

He mused: and in slumber the past was restored,  
When thy waters, Scioto, a wilderness shored!  
And the Shade of a Mingo before him arose—  
The friend of the white man, the fear of his foes.

Erect and majestic his form as of yore;  
The mists of the stream as a mantle he wore;  
And o'er his dark bosom the bright wampum showed,  
Like the hues of the bow on the folds of a cloud.

The tones of his voice were the accents of grief,  
For gloomy and sad was the Shade of the Chief;  
And low as the strain of the whispering shell  
His words on the ear of the slumberer fell:—

“ I appeal to the white man ungrateful, to say  
If he e'er from my cabin went hungry away?  
If naked and cold unto Logan he came,  
And he gave him no blanket, and kindled no flame!

“ When war, long and bloody, last deluged the land,  
Not Logan was seen at the head of his band;  
From his cabin he looked for the fighting to cease,  
And, scorned by his brethren, wrought the wampum of peace.

“ My love to the white man was steadfast and true,  
Unlike the deep hatred my red brothers knew;  
With him I had thought to have builded my home,  
No more o'er the forest and prairie to roam.

“ When the leaf which pale Autumn is withering now  
Was fresh from its budding, and green on the bough,  
Unprovoked, by the white man my kindred were slain,  
And Logan became the wild Indian again!

"There runs not a drop of my blood in the veins  
Of any who lives—not a mortal remains!  
Not even my wife or my children were spared—  
All alike at the hand of the murderer shared!

"This called for revenge, and to seek it I rose;  
My hatchet is red with the blood of my foes,  
The ghosts of the dead are appeased by their sire—  
I have glutted my vengeance, and scorn to retire!

"I joy for my country that peace should appear,  
But think not that mine is the gladness of fear.  
Logan never felt fear. In the deadliest strife  
He'll not turn on his heel for the saving of life.

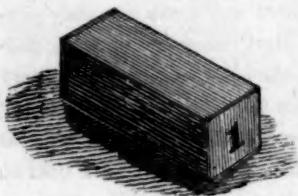
"Who is there to sorrow for Logan? Not one!"  
Thus spoke, and the Shade of the Mingo was gone!  
But, LOGAN, thy words in his mem'ry are borne,  
Who waking did mourn thee, and ever will mourn.

#### PRESERVATION OF MANUSCRIPTS.

It is a *disideratum* with the Logan Historical Society, to preserve the manuscripts of the present day to the remotest ages of posterity, or at least, to use other words, as near FOREVER as the power and sagacity of man will effect. It is well known that the action of the atmosphere will destroy the color of the inks in common use. In one hundred years, at farthest, the iron seems to leave the tanin of the gall nut a dirty brown; and, it is said, three hundred years totally efface all the lineaments of our common inks. We have manuscripts now lying before us, no more than fifty years old, which, instead of black, are reduced to brown. It is true, ink might be prepared to last better, and oil ink forever. But the object is to preserve such manuscripts as are already written, or will unquestionably be written with just such ink as is commonly used.

It is not only inks that give way, but the texture of paper seems to be corroded by long exposure to the atmosphere. This would take place let the inks be what they might, and seems to show the necessity of pursuing some method of keeping paper from the inroads of earth, air, fire, water and insects. These all seem to war against the preservation of them. To preserve them

from dust, moisture, atmosphere and insects, it has been proposed to encase files of papers, printed and written, in air-tight metallic cases, regularly numbered and indexed, so that it may be known what is contained in each case without opening it. One of these cases now lies before us, filled with manuscripts. It is three



and a half inches square by eight in length, and contains the original proceedings of the Logan Historical Society, all the manuscript copy of the first number of the *American Pioneer*, (except editorials,) and many other papers, which it is desirable to keep. Those cases for keeping newspapers, one of which also lies before us, are in every way similar, except that they are nine and a half instead of eight inches long. Having a press for the purpose, all the papers are pressed before they are put in, and admit of very little air to remain with them. Lest there should be enough to sustain animal life, a small amount of aromatics are cased up with them.

We think when the society is fairly organized agreeably to its wishes, and has an office built, in which there shall be nothing combustible but the papers themselves, and shall have that office protected from electric shocks, they will have done all they can do to put posterity in possession of as complete a knowledge of our days as it is in the power of man to do. We have but little doubt, however, but that other and better methods may, and we hope will be suggested: this being the case, the society will be disposed to adopt them.

Who does not see the great utility such an arrangement would be to posterity? What would our historians now give for a mine such as that would be three hundred years hence, containing the most minute account of things done two or three hundred years back? Family records, copied from old Bibles and transferred to the cases of this society, in many instances would be of great benefit in the settlement of family lineage, in fixing titles to estates, &c. &c., long, long after the Bibles themselves, with the utmost care of their owners, will have been destroyed.

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#### AMERICAN CHRONOLOGY.

It is the intention of the editor to extract from history the leading events of the discovery, settlement and improvement of North America, and place them in chronological order. This is calculated to give a comprehensive view of these subjects in a small compass. It will also give the youthful and retentive mind a good opportunity of remembering many of the great events, and connect them with their true dates in his mind. It is hoped also, by this method, to inspire readers with the desire of searching and reading history. Another motive for presenting the leading events of history in a condensed form is, that without a knowledge of prior events, subsequent events cannot be so well understood in many cases, and in scarce any cases can they possess so much interest. As it is the function of the *Pioneer* more particularly to collect and present unpublished historical sketches, it seems necessary for the better understanding of them, and to make the work more completely useful, that we condense published history into a small compass, and present it in as regular order as the state of our researches will admit. In a field so wide and so varied, and with a mind much employed in editing the *Pioneer*,



the editor does not flatter himself that he can give a complete view of historical events at first, in his chronological tables, but he hopes with a good degree of care, and by the assistance, advice and corrections of his friends, to present a view of history that will be found useful. The Pioneer being a periodical, opportunity is thus offered to correct these tables, and even to go back and retrace, by bringing in more events, either of equal or of less importance, and thus by a long continued research and frequent additions, he hopes they will become useful depositories of much interesting information in a very narrow compass.

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**AMERICAN CHRONOLOGY.**

- 1447. Christopher Columbus born.
- 1461. Columbus commenced a seafaring life.
- 1467. Columbus made a voyage to Iceland.
- 1471. European navigators first crossed the equator.
- 1474. Columbus first entertained an idea of western discoveries.
- 1487. Bartholomew Diaz discovered the cape of Good Hope, in Africa.
- 1492. August 3d.—Columbus commenced his first voyage of western discovery.  
Oct. 21.—Discovered the island of San Salvador, in America.
- 1497. John Cabot discovered North America, and called it Nova Vista, or New Found Land.  
Vasco de Gama doubled the cape of Good Hope.
- 1498. Columbus discovered the continent, at the mouth of the Oronoco, in South America.  
Land of the United States discovered by Sebastian, son of John Cabot.
- 1499. May.—Objeda and Amerigo Vespucci re-discovered the continent of South America, also at the mouth of the Oronoco; and by management, unjustly deprived Columbus of the name of the new world.
- 1500. Columbus arrested by Bovadilla, in Hispaniola, and sent to Europe in chains, where he was liberated.
- 1501. Plans laid in England for colonizing America.  
Gaspar Cortreal, a Portuguese, visits North America.
- 1502. Bovadilla disgraced.  
Columbus prosecutes his discoveries.
- 1508. The French discover the river St. Lawrence.
- 1512. Juan Ponce de Leon, of Spain, discovered Florida, on Easter Sunday, and on account of the abundance of flowers gave the country its present name.
- 1524. John Verazzani sailed to the shores of North Carolina, and along the coast northward to the fiftieth degree of latitude.
- 1525. Stephen Gomez entered the bays of New York and New England, and laid the country down on Spanish maps under the title of the land of Gomez.
- 1534. James Chartier, under the authority of France, discovers the river of Canada.

1535. Canada was known by the name of New France. Chartier, in a second voyage, entered the bay of St. Lawrence on the day of that saint, which circumstance gave it and the river their present names.
1536. A cross erected in Canada wearing the arms of France.
1539. Ferdinand de Soto, with six hundred companions, landed in Florida, and explored the country as far as Flint river in search of gold, a thirst for which animated many of the first discoverers.
1540. Soto explored Georgia and Alabama, and destroyed Mobile, then an Indian town, and wintered there.
1541. Chartier erected a fort at Quebec, which was abandoned. Soto pushed his enterprise into Mississippi and Arkansas.
1542. Soto descended to the mouth of Red river, and was invited to Natchez by the Natchez Indians.  
May 21st.—Soto died, and his body was sunk in the Mississippi river.
- Francis de la Roque entered the bay of Massachusetts.
- 1543 Soto's companions, headed by Moscoso, push their journey to Natchitoches; get discouraged; return to the mouth of Red river; build boats; descend the river Mississippi with great difficulty; and now reduced to three hundred and eleven, reach Hispaniola in poverty. Thus ended this project undertaken in search of gold.
1549. De la Roque and a numerous train of adventurers were supposed to have perished at sea; this seemed to check for some years the spirit of new discoverers.  
Louis Chancello attempted to settle Florida, and was killed by the natives; and his comrades attempted to settle Carolina, which attempt failed also.
1564. The Huguenots of France again settled on the river St. John's.

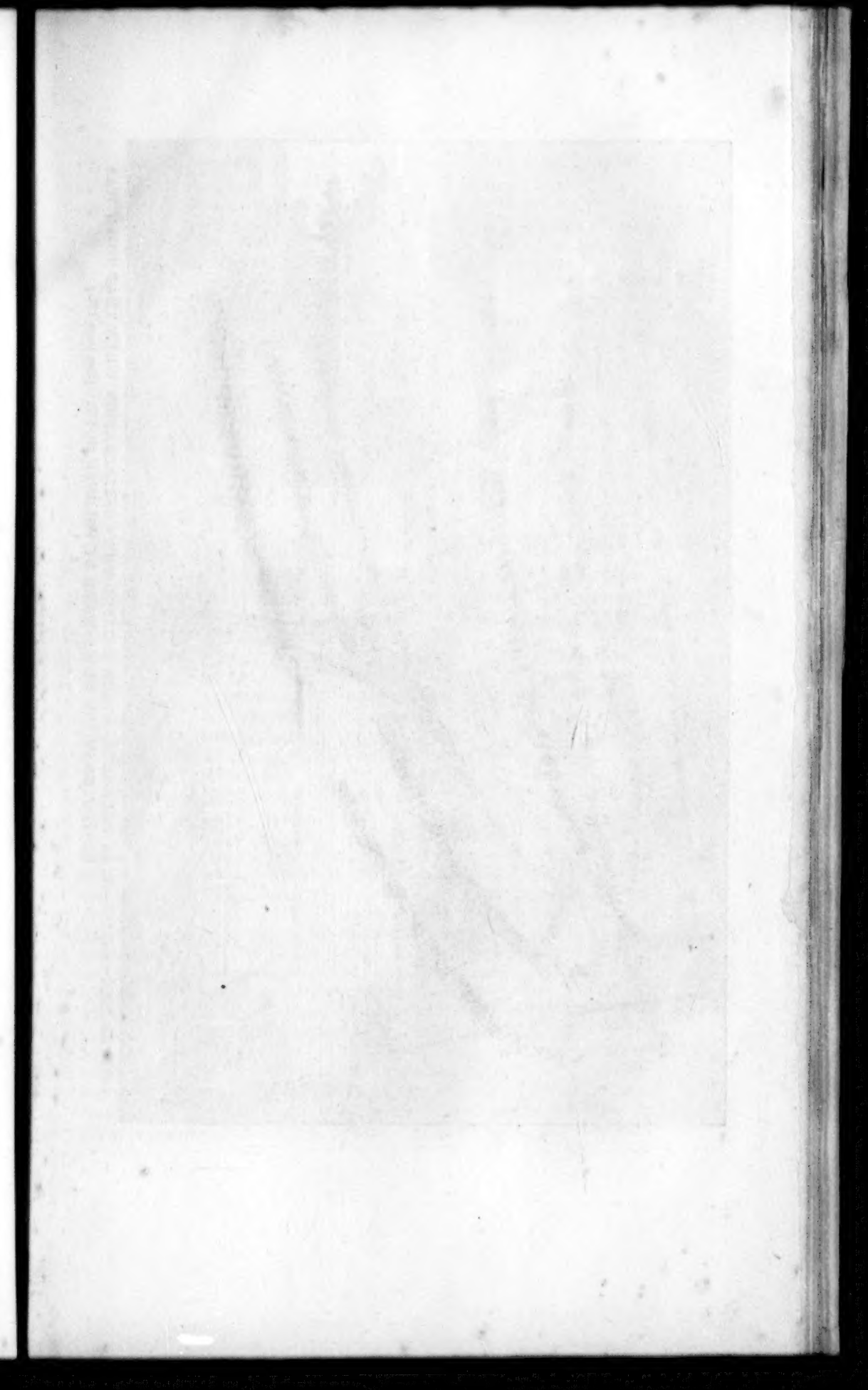
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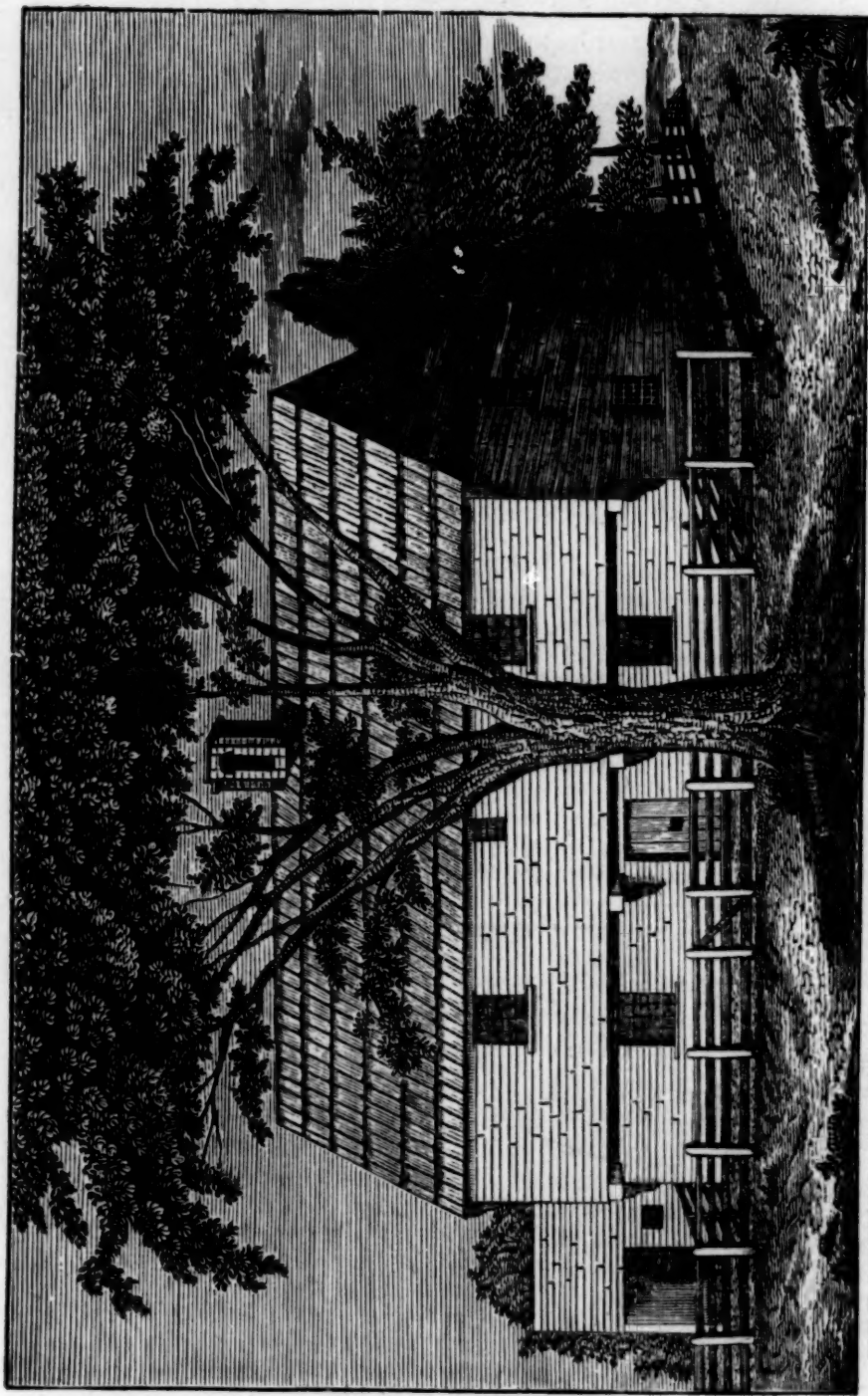
#### FUNERAL OF THE HON. JOHN CLEVES SYMMES.

HISTORY demands that the following be preserved and published. Will not the friends of the enterprising pioneers, who settled the Miami purchase, give us brief biographies of their lives? Can they do justice to posterity without it? and when so favorable an opportunity presents itself, can they be justified if they neglect it?

"The citizens of Cincinnati are invited to attend the funeral of the *Hon. John Cleves Symmes*, at the dwelling of Gen. Harrison in Front street; to morrow at 10 o'clock, A. M. from whence a procession will be formed to the landing of Mr. Joel Williams, where the body will be embarked for North Bend, selected by the Judge as the place of his interment. Such of his friends as can make it convenient to attend his remains to that place can be accommodated on board the boat which conveys them.

"*Cincinnati, February 26, 1814.*"





VIEW OF THE OLD-HOUSE, IN DEERFIELD, WHICH ESCAPED THE CONFLAGRATION WHEN THAT TOWN WAS  
DESTROYED IN 1704. NOW OWNED BY COLONEL HOYT. [See page 126.]